SALT LAKE CITY, UTAH, SUNDAY JAN. 22, 1905

Like a Magical Story From The Arabian Nights

.... Development of Goldfield and Tonopah....

G OLDFIELD, Nev., Jan. 19.—At last the congestion of freight, which has proved a serious hindrance to the rapid development of Goldfield and Tonopah has been relieved to some extent, and cars are coming through now with greater regularity, a fact which bodes well for the upbuilding of the country. Though greater activity is expected in the future because of this break in the country. break in the congestion of freight trafthe near at hand opening of the nedro, Los Angeles & Salt Lake railroad, better known as the "Clark road," will materially benefit the two big mining districts and will contribute greatly to the expansion which the ear-lier settlers saw was inevitable after they had been over the ground and realized the almost limitless wealth which nature had husbanded in her earthly

The writer attempts with some mis-giving a portrayal of the scenes of activity and empire building in this land of alternate desert and snow eapped mountains. So little time has elapsed since the discovery of the magnet "gold" which has drawn to its confines men almost innumerable, the section's growth is so marvelous and has been accomplished in such an incredible short space of time, that it is almost

impossible of description or belief.

The activity along the lines of transportation leading to the new gold camps is better illustrative of the wonderful progress and development now at hand perhaps any other similitude.

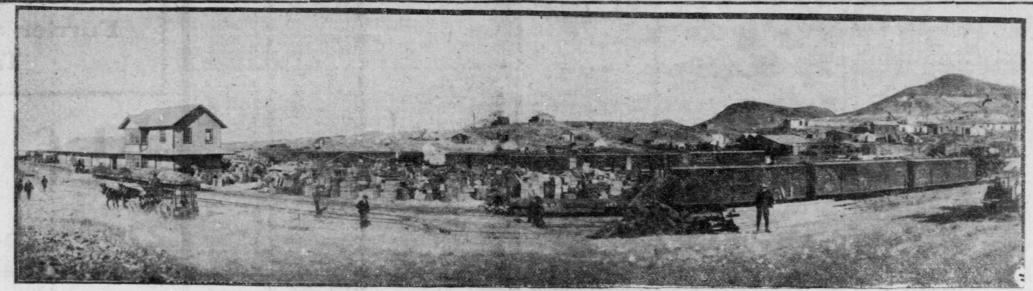
Vast Accumulations of Merchandise. From Reno, the point where the main line of travel is left, south to Goldfield one sees on every hand vast accumula tions of merchandise of all manner and kinds. At this writing there are strung along the several lines of railways from Truckee, Cal., to Tonopah, the equivalent of 1,800 narrow gauge cars of freight, every pound of which is destined to Tonopah and Goldfield. This-has been almost the condition This has been almost the condition ever since the completion of the Tonopah line July 25 last. Traffic conditions became congested to such an extent that in December an announcement was made by the Southern Pacific company, that, for a period of thirty days, no freight for these points, other than such necessary articles as ciothing and food would be accepted for shipment. Happily, however, the congestion is now practically at an end.

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It cannot be said that the transportation lines have been neglectful of their duty as carriers; on the other to relieve these conditions, and it is toward this permanent end that the lines south of Moundhouse are now be-

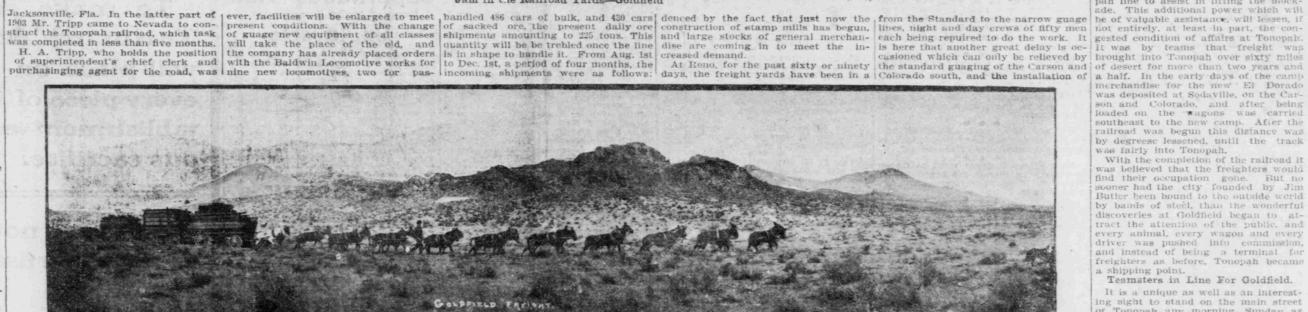
the latter months of the coming year The Tonopah railroad was built and is operated by the Tonopah Mining company of Nevada, without doubt the most valuable mining property in the Tonopah district, owning as it does the famous Mizpah, Valley View, Burro, Board and other claims, and although only a few months have elapsed nce the completion of its sixty miles track the statement is ventured that here in the west can be found a ther roadbed, fewer curves

Obstacles Met and Overcome.

Under a capable management ob-tacles, such as fortunately fall to the lot of but few western lines, have been ful progress and development of the whole southern section of the state is due largely to its untiring energy. At the head of the local management is agent. Mr. Tripp's former years of railroad experience adapts him to the construction and maintenance department. Mr. Tripp was born in Kenne-bunk, Me., in 1839, and started his railbunk, Me., in 1829, and started his railroad career as freight and ticket agent and ticket agent and ticket agent and ticket agent and the start and the sta



Jam in the Railroad Yards-Goldfield



Present Manner of Freighting from Tonopah to Goldfield.

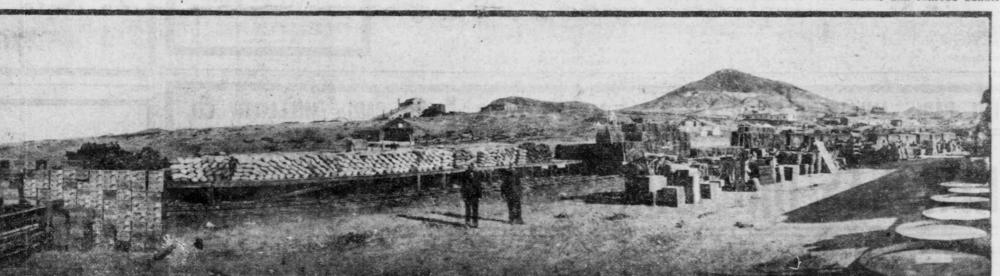
Present Manner of Freighting from Tonopan to dounted the company's auditor of accounts, was for many years in the employ of the with every phase of the country's development and is now in active preparation. This latter service will be a great to find that could be for the past fourteen years with the contrast of the heavy and the contrast of to-day and stimes and from points and at times and from points pessibly least expected.

The Tonopah railroad has kept pace with every phase of the country's development and is now in active preparation. This latter service will be a great to dounted.

Present Manner of Freighting from Tonopah to dounted.

Lumber, 531 cars; hay, 295 cars; grain, type for freight service. New passouthern Pacific company with their type for freight service. New passouthern Pacific company with their day and yesterday. It is said that a few years ago, on the occasion of one of his periodical trips of the company handle and forward. This condition condition bordering on chaos, the grain, condition bordering on chaos, the day and service delivering daily to the virginia and Truckee line more ship-line for the heavy type for freight service. New passouthern Pacific company with their day and yesterday. It is said that a few years ago, on the occasion of one of his periodical trips of the company handle and forward. This condition condition bordering on chaos, the day and service delivering daily to the virginia and Truckee line more ship-line for the heavy type for freight service. New passouthern Pacific company with their day and yesterday. It is said that a few years ago, on the occasion of one of his periodical trips of the company handle and forward. This condition condition bordering on chaos, the day and service delivering daily to the virginia and Truckee line more ship-line for the Tonopah and Goldfield carps. The triple for freight service are service.

In the company with the company of the day and service delivering



North End of Railroad Station, Tonopah, showing Merchandise for Goldfi eld and Goldfield Sacked Ore Awaiting Shipment to Salt Lake Smelters.

profitless waste the wealth needed to 'grease the wheels of progress" and to bring out of what was nothing, a pertion of plenty.

The accompanying picture will show much better than can otherwise be described, the present condition of the described, the present condition of the Tonopah company's freight yard. At Tonopah, hundreds of tons of merchandice of all kinds are piled from one end of the yard to the other, until there is no longer space remaining to accommodate the daily incoming sulpments. The one great difficulty has been the forwarding of freight from the terminus at Tonopah, and although there are at present more than forty freighting outlits in the Tonopah-Goldfield service—the accumulation does not lessen, but on the contrary continues to increase. on the contrary continues to increase. Seventy-five per cent of all the freight delivered by the railroad at Tonopah is destined to points beyond and there has at no time been teams sufficient to move on the contrary continues to increase

outfits which were secured by the Tono pah line to assist in lifting the block-ade. This additional power which will son and Colorado, and after being loaded on the wagons was carried southeast to the new camp. After the railroad was begun this distance was by degreesc lessened, until the track was fairly into Tonopah.

was fairly into Tonopah.

With the completion of the railroad it was believed that the freighters would find their occupation gone. But no sconer had the city founded by Jim Butler been bound to the outside world by bands of steel, than the wonderful discoveries at Goldfield began to attract the attraction, the school of the complete the steel of the ste

Teamsters in Line For Goldfield. It is a unique as well as an interest-ing sight to stand on the main street Tonopah any morning, Sunday as well as week days-for the teamsters, if observe it-and watch team after team pull slowly up the grade that constitutes the greater art of main street, headed for Goldfield. The drivers control their teams by a single line. The vagons or "schooners" are built especially for carrying goods over the desert regions. Each vehicle will hold from five to eight tons. The beds are broad, the sides high, and the wheels

six, eight and even ten feet in diameter, and built with extra wide tires to keep them from sinking into the heavy sands of the desert roads.

Merchandise of every kind is packed into the wagon bed, champagne and crockery, silks and shovels, food and firearms are piled in apparent confusion to the casual eye. But this is apparent only, for every pound that is placed in the wagon is to be paid for, and the freighters are skilled through long practice in utilizing every avail-able square inch of space.

It is estimated that each mule (for mules are preferred to horses for this kind of work, as they can withstand hunger, thirst and dust much better than horses), will haul about a ton each. To the rear of the wagons is ateternal drouth it is often impossible to tcamster must be always prepared to

meet any emergency.

The uniform cost of transporting goods from Tonopah to Goldfield is \$25 per ton. As stated, the majority of the teams carry fourteen tons. Each trip to the new camp means \$350 to the man who owns the outfit. On the return trip the cargo represents approximately \$280, as a less charge per ton is made

MR. DOOLEY ON ORATORY.



By F. P. Dunne

ID YE iver make a speech?" asked Mr. Hen- to th' banket. I knew ivry man there an' thurly de- nessy.
"I did wanst" said Mr. Deel "I did wanst," said Mr. Dooley. "Ivry thrue-

born American regards himself as a gr-reat orator an' I've always had a pitcher iv mesilf in me mind standin' befure a large an' admirin' bunch iv me fellow pathrites an' thrillin' thim with me indignation or convulsin' thim with me wit. Manny times have I lay in me bed awake, seein' mesilf at th' head iv a table pourin' out wurruds iv goolden eloquence fr'm th' depths iv me lungs. I made a pretty pitcher. I must say-ca'm, dignified, a perfect master iv mesilf an' me audijence. Th' concoorse shrieked with laughter wan minyit, an' rose to their feet in frenzied applause th' next. In all me dhreams I wore a white necktie an' a long tailed coat, because I have a theory that all thrue eloquence comes fr'm th' tails iv th' coat an' if ye made an orator change into a short coat, he wud become deef an' dumb. As I sat down afther me burst iv gleamin' wurruds, th' audjience rose an' cheered f'r five minyits an' Sinitor Beveridge, th' silver spout iv th' Wabash who was to follow me, slinked out iv th'

"So wan day whin th' Archey Road Improvement comity give their grand banket an' th' chairman asked me to make a few appropriated remarks in place iv Chancy Depoo, I told thim I wud tose off some orathory just so th' boys wud not be disappointed.

'I didn't write out th' speech. No great orator who has niver made a speech needs to. I merely jotted down a few interruptions be th' audjience; like this, Hinnissy: (Great applause), (Loud an' continyous laughter), (Cries iv 'Good, 'Hear, hear'), (Cries iv 'No, no.' 'Go on'), (Wild cheerin', th' audjeence risin' to their feet an' singin': 'F'r he's a jolly good fellow,

which nobody can deny.') "An' havin' arranged all these nicissry details, I wint

sidhered me intellechool equal. At wan time or another, ivry man iv thim had come to me f'r advice. But somehow, Hinnissy, th' minyit I looked down on what Hogan calls th' sea iv upturned faces dhrinkin', I began to feel onaisy. I wasn't afraid iv anny wan iv thim, mind ye. Man f'r man they were me frinds. But altogether they were me inimy. I cudden't set still. I had come with an appytite, but I cudden't eat. I had a lump in me throat as big as an apple. I felt quare in th' pit iv me stomach. I noticed that me hands were moist. I thried to talk to th' man next to me, but I cudden't hear what he said. Wan orator afther another was peltin' th' audjeence with remarks out iv th' fourth reader an' I cudden't listen to thim. All th' time I was thinkin': 'In a few minyits they'll detect ye, Martin Dooley, th' countherfeit Demostheens.' Th' room swan befure me eyes; there was a buzzing in me ears. I had all th' symptoms iv Doctor Bunyan's customers. I thried to collect me thoughts but they were off th' reservation. I wud've gone out if I cud walk an' I was goin' to thry whin I heerd th' chairman mintion me name. It sounded as if it come out iv a cheap phonograft. "I f'rgot to tell ye. Hinnissy, that in thinkin' iv

me gr-reat effort I had rehearsed a few motions to inthrajooce th' noble sintimints that was to bubble up fr'm me. At th' mintion iv me name an' durin' th' cheerin' that followed I was goin' to lean forward with me head bowed an' me hand on th' edge iv th' table an' a demoor smile on me face that cud be translated: "Th' gr-reat man is amused but wudden't have ye know it f'r wurrulds.' Whin th' cheerin' throng had exhausted its strength I intinded to rise slowly, place me chair in front iv me an' leanin' lightly on th' back of it, bow first to wan side an' thin

th' other an' remark: 'Misther Chairman, a-a-and I gint'elmen: Whin I see so manny smilin' faces befure me on this auspicious occasion, I am reminded iv a little incidint-' an' so on.

"Well, glory be, Hinnissy, I can hardly go on with th' story. It was twinty five years ago, but I can't think iv it without a feelin' at th' end iv me fingers as though I had scraped a plasther wall. At th' mintion iv me name, I lept to me feet, knockin' over all th' dishes an' glasses in me neighborhood. I carefully stepped on me neighbor's toes an' bumped into th' chairman who was still tellin' what he wanted me to think he thought iv me. I rolled me napkin up into a ball an' thrust it into me pants pocket. I become blind, deef an' dumb. I raymimber makin' a few grunts, fightin' an imaginary inimy with me fists an' dhroppin' in me chair, a broken four-flush Pathrick Hinnery. I've niver got me repytation back. Most iv th' people thought I was dhrunk. Th' more charitable said I was on'y crazy. Th' impressyon still remains in th' ward that I'm a victim iv apoplexy.

"Well, sir, 'tis a sthrange thing this here oratory. Ye see a man that ye wudden't ask to direct ye to th' postoffice get on his feet an' make a speech that wud melt th' money in ye'er pocket. Another man comes along that ye think a reg'lar little know-all an' whin he thries to make a speech to a Sunday school class he gives an imitation iv a man with croup, delusions iv pursuit an' St. Vitus' dance. If he don't do that he bombards his fellow man with th' kind iv a composition that they keep boys afther school f'r. Carney made wan iv that kind at this banket. Carney has a head as hard as a cocynut. He wanted a new bridge built acrost th' crick an' he was goin' to talk about that at the banket. On th' way over he tol' me about it. He argyed so well that he convinced me an' L'm: wan iv th' most indignant taxpayers f'r a poor man

that ye iver knew. I thought whin he got up he wud | he unfurls th' flag, throws out a few remarks about say something like this: 'Boys, we need a new bridge. Th' prisint wan is a disgrace to th' ward. Curtins' horse fell through it last week. By jimuneddy if Billy O'Brien don't get us a new bridge, we'll bate him at th' prim'ries,' That wud have gone fine fir Curtin was a loud an' pop'lar fish peddler. But what did Carney do? He niver was within four thousan' miles iv a swing bridge acrost th' Chicago river. Says he: 'Gintlemen: We ar-re th' most gloryous people that iver infested th' noblest counthry that th' sun iver shone upon,' he says. 'We meet here tonight,' he says, 'undher that starry imblim that flaps above freemen's homes in ivry little hamlet fr'm where rolls th' Oregon in majestic volume to th' sun-kist wathers iv th' Passyfic to where th' Pimsicoddy shimmers adown th' pine clad hills iv Maine,' he says. "Th' hand iv time,' he says, 'marches with stately steps acrost th' face iv histhry an' as I listen to its hoof beats I hear a still small voice that seems to say that Athens (a shout), Greese (a shrill cry), Rawhm (a shriek) an' E-gypt (a deep roar) an' iver on an' upward an' as long as th' stars in their courses creep through eternity an' twinkle as they creep recallin' th' wurruds iv our gr-reat pote "Twinkling stars ar-re laughin' love, laughin' at you an' me," an' a counthry, gintlemen, that stands today as sure as tomorrah's sun rises an' kisses th flag that floats f'r all. Now, gintlemen, it is growin' late an' I will not detain ye longer but I have a few wurruds to say. I appeal fr'm Philip dhrunk to Philip sober.' That ended th' speech an' th' banket. Th' chairman's name was Philip. Th' second Philip that Carney mintioned was not there.

"I guess a man niver becomes an orator if he has annything to say, Hinnissy. If a lawyer thinks his client is innocint, he talks to th' jury about th' crime. But if he knows where th' pris'ner hid th' lead pipe,

th' flowers an' th' burruds an' asks th' twelve good men en' thrue not to break up a happy Christmas but to sind this man home to his wife an' childher an' Gawd will bless thim if they ar-re iver caught in' th' same perdicymint. Whiniver I go to a pollytical meetin' an' th' la-ad with th' open wurruk face mintions Rome or Athens, I grab f'r me hat. I know he's not goin' to say annything that ought to keep me out iv bed. I also bar all language about burruds an' flowers. I don't give two cints about th' Oregon whether it rolls or staggers to th' see; an' I'll rap in th' eye anny man that attimpts to wrap up his sicond hand oratory in th' American flag. There ought to be a law against usin' th' American flag f'r such purposes. I hope to read in th' pa-aper some day that Joe Cannon was arrested f'r usin' th' American flag to dicorate a speech on th' tariff an' sintinced to two years' solitary confinemint with Sinitor Bivridge. 'An', be hivens, I don't want anny man to tell me that I'm a mimber iv wan iv th' grandest races th' sun has iver shone on. I know it already. If I wasn't I'd move out.

"No, sir, whin a man has something to say an' don't know how to say it, he says it pretty well. Whin he has something to say an' knows how to say it, he makes a gr-reat speech. But whin he has nawthin' to say an' has a lot iv wurruds that come with a black coat, he's an orator. There's two things I don't want at me fun'ral. Wan is an oration an' th' other is wax flowers. I class thim alike."

"Ye're only mad because ye failed," said Mr. Hen-

"Well," said Mr. Dooley, "what betther reason d'ye want? Besides, I didn't fail as bad as I might. I might have made th' speech."

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